

S.S. *Pagenturn*
Rh 1501.

S.S. *Adamsturn*
Rh 1522.

1845-5-22

W 815 - 0016



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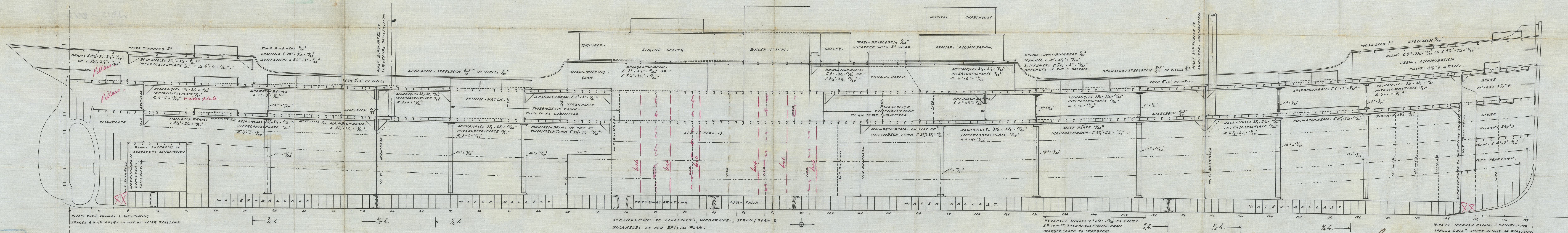
S.S. 233-234. Profile.

Sheer.
Sternpost — 3' 5"
1/8 L from Sternpost — 1' 8"
1/2 L — 0' 0"
1/8 L from Stem — 4' 10"
Stem — 9' 9 1/2"

Length betw. Perp^s — 399' 8"
Breadth moulded — 52' 3 1/4"
Depth " " to Spardeck — 31' 0"
" " " Maindeck — 23' 0"
Maximum Load Draught

1/2 Girth — 46.2
1/2 Breadth — 46.146
Depth — 34.089
Framing Number — 96.435
Plating " " — 385.42
L.D. to Spardeck — 12.5

Class: Lloyd's Register 100 A1 Spardeck-Deepframing
Scale 1/8" = 1'



JOHN C. TECKLENDORF & CO.
SHIPBUILDERS
HAMBURG

C.B.
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2.2.2

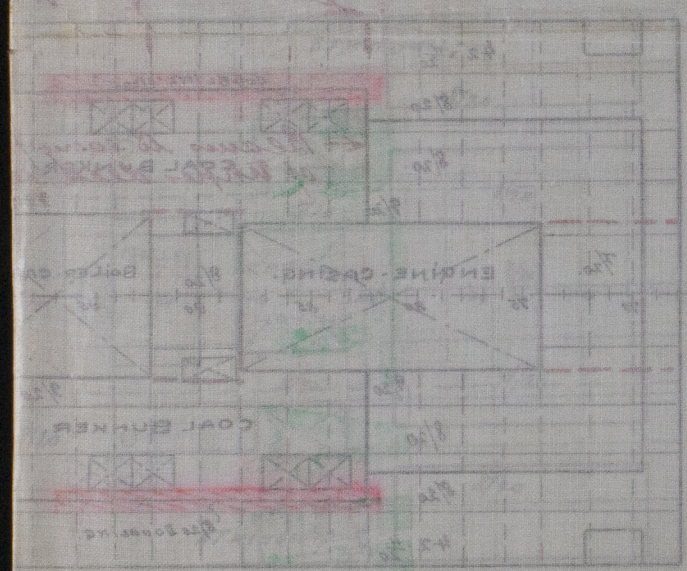
S.S. "Pagenturn"
Rhm 1504.

S.S. Adamstown
Rhm 1522

ARRANGEMENT OF STEEL DECK

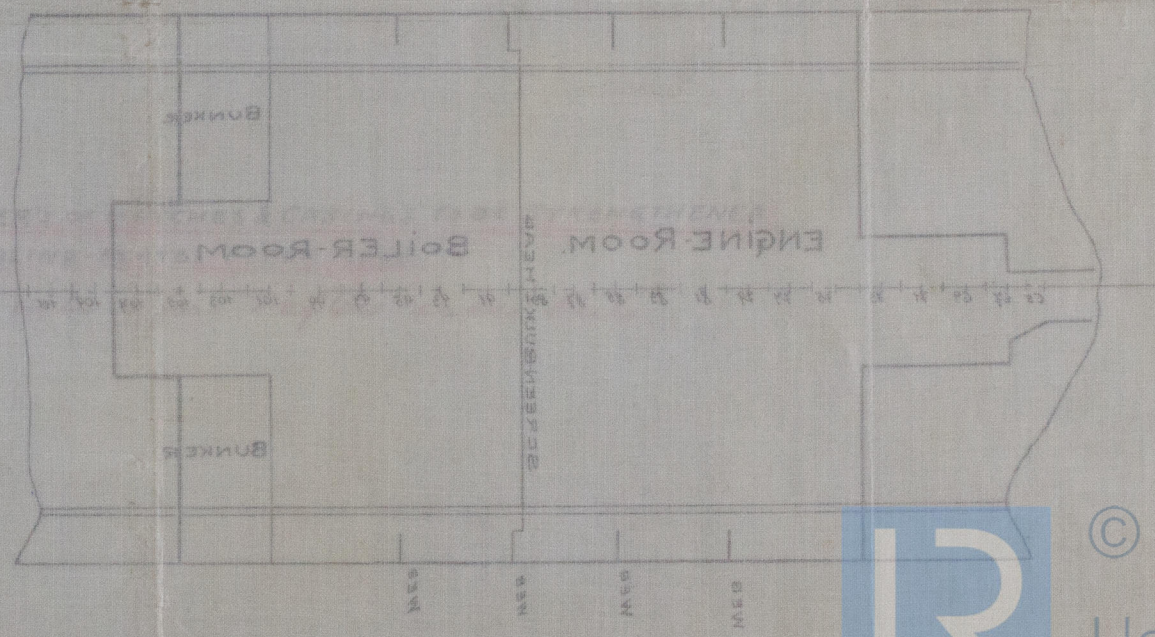
SCALE 1/4"

BRIDGES



SPAR

5100-0015



22.5.02



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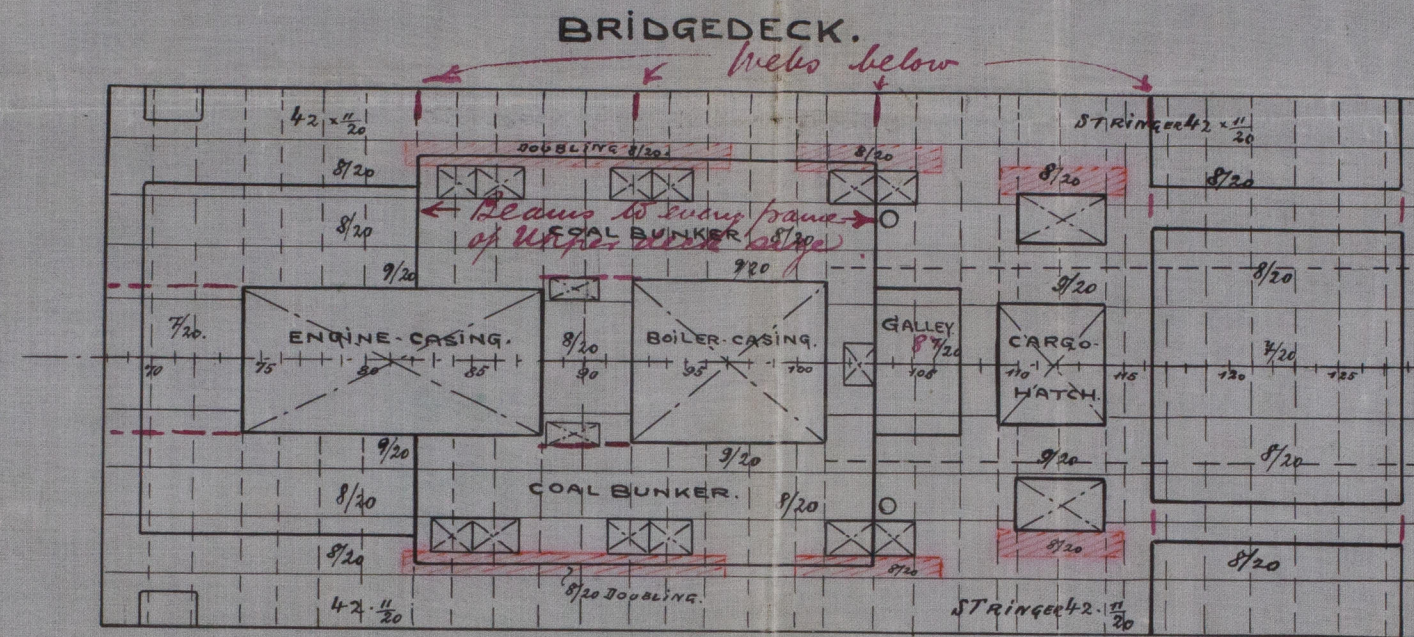
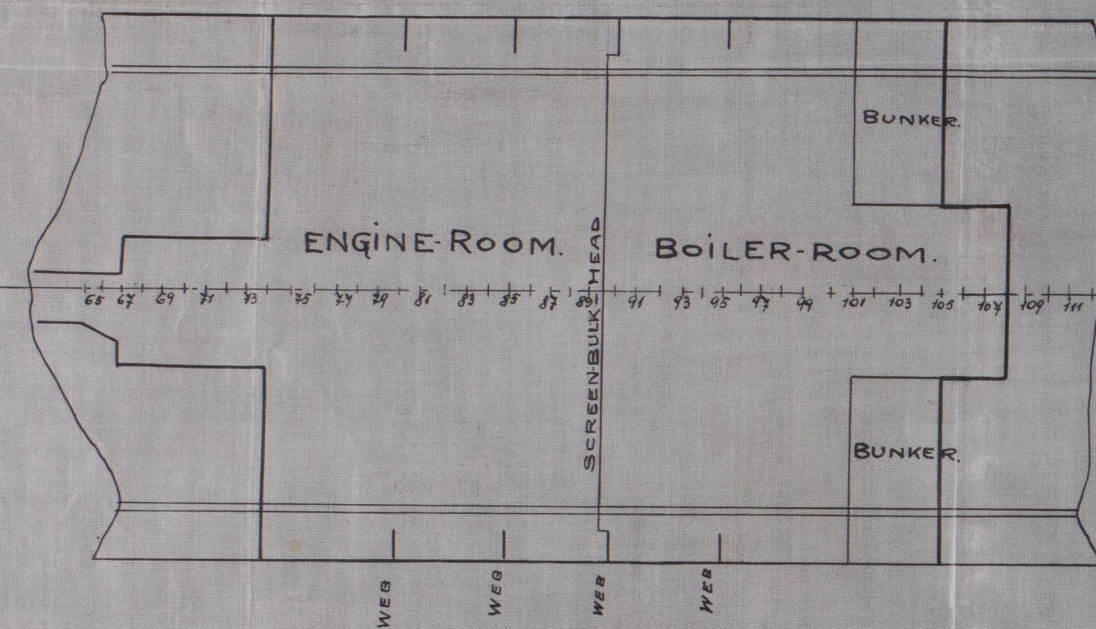


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S.S. N^o 233/34.

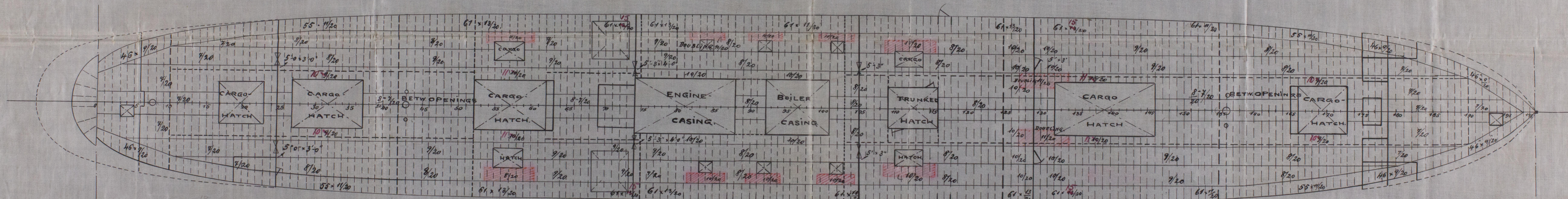
ARRANGEMENT OF STEELDECKS, WEBFAMES & BULKHEADS.

SCALE 1:200.

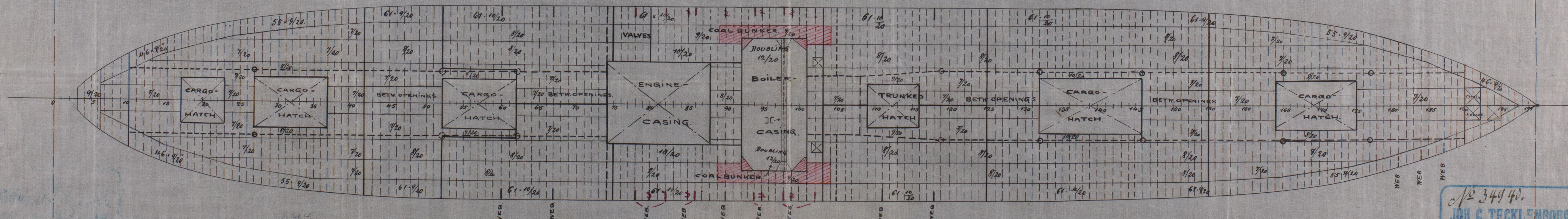


ALL CORNERS OF HATCHES & CASINGS TO BE STRENGTHENED
WITH DOUBLING-PLATES AS PER RULE.
Hatch webs afore rafters as per Rule.

SPARDECK.



MAINDECK.



$\frac{3}{4}$ L.

$\frac{3}{5}$ L.

$\frac{1}{2}$ L.

$\frac{1}{2}$ L.

$\frac{3}{5}$ L.

$\frac{3}{4}$ L.

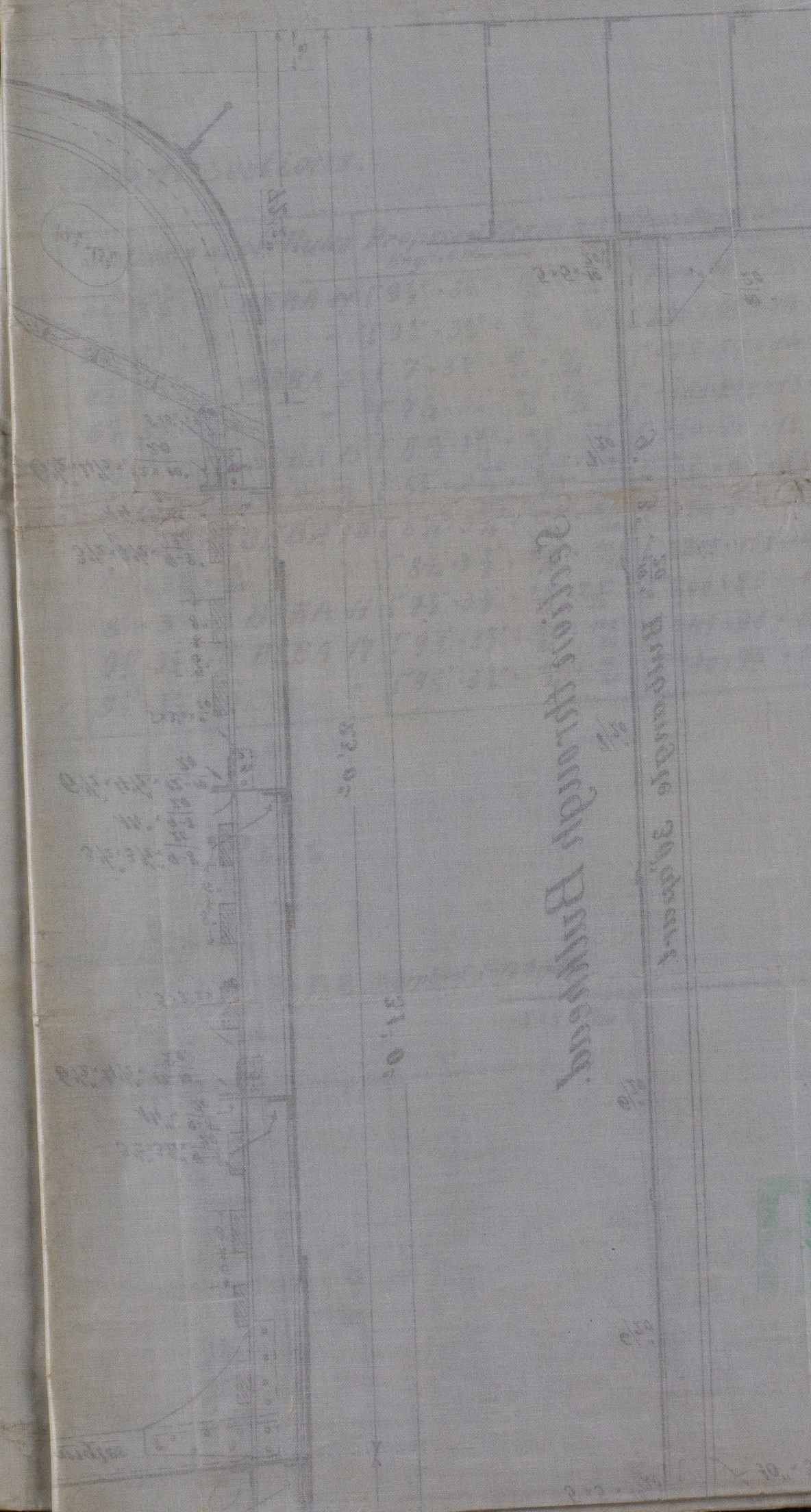
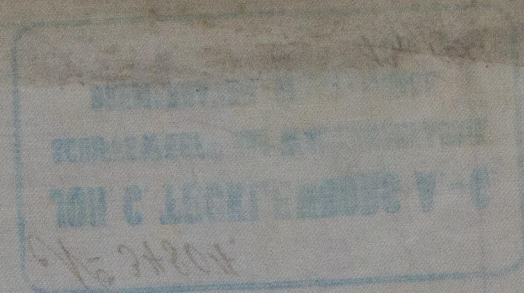
STRAKE OF MAINDECK PLATING INCREASED $\frac{1}{2}$ IN THICKNESS IN LENGTH OF HATCHES & $\frac{2}{20}$ IN LENGTH OF CASINGS.

1/2 344 40.
JOH. C. TECKLENBORG A.-G.
SCHIFFSWERFT und MASCHINENFABRIK
BREITENBURGER-STRASSE 10
1870

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St. Ragenturn
Rh 1501.

St. Adamsturn
Rh 1522.



RETAIN



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19.3.09
22.6.09

S. S. N^o 233/34. MIDSHIP-SECTION.

Length betw. Perp.^s 399' 8" = 121,815 Mtr.
Breadth moulded 52' 3 1/2" = 15,94 "
Depth moulded to Spardeck 31' 0" = 9,45 "
" " Maindeck 23' 0" = 7,01 "

Class: Lloyd's Register * 100A1. Spardeckrule Deepframing.

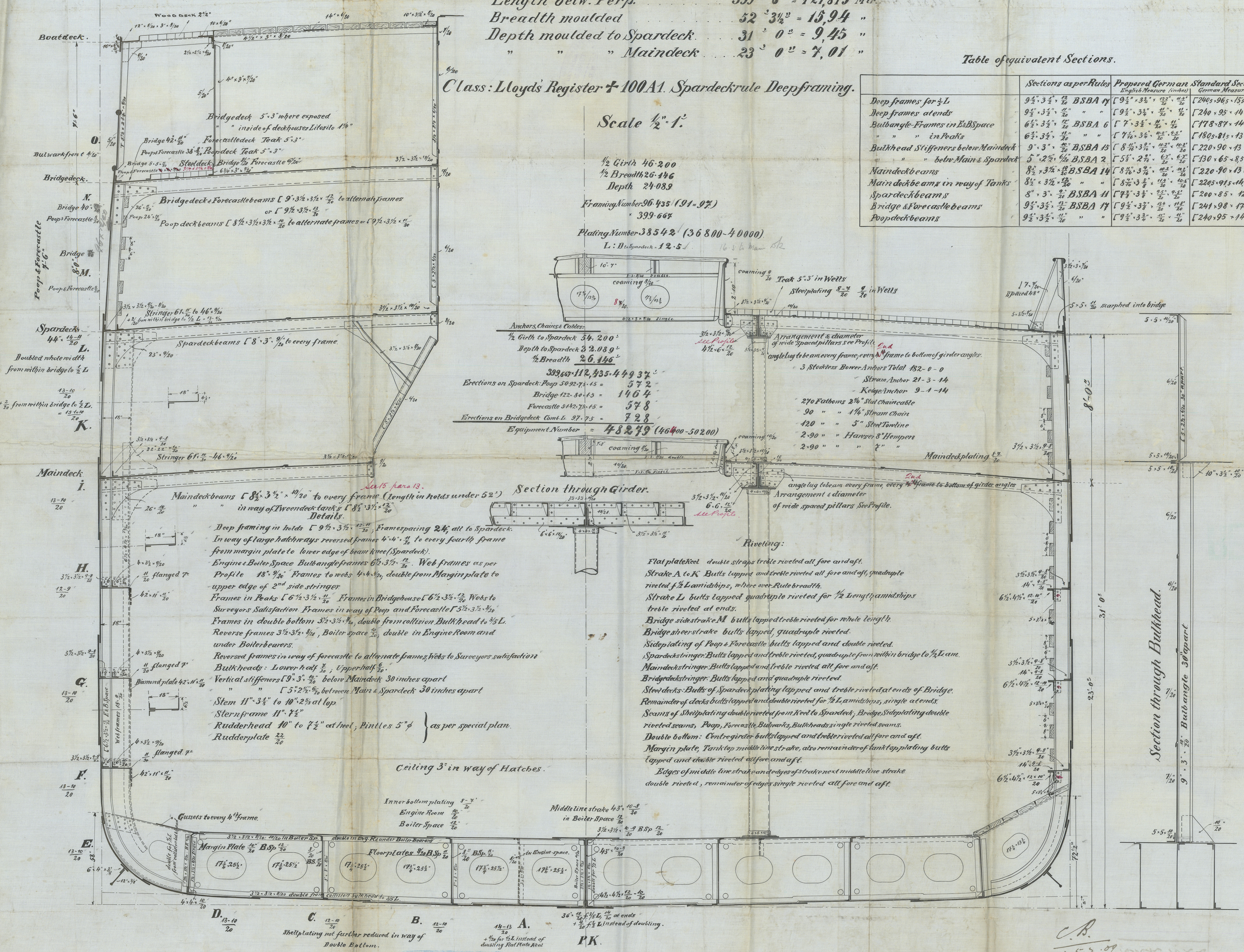
Scale 1/2" = 1'

1/2 Girth 46.200
1/2 Breadth 26.146
Depth 24.089
Framing Number 96.435 (91-97)
399.668

Plating Number 33542 (36800-40000)
L: D to Spardeck 12.5
16.5 to Main Deck

Table of equivalent Sections.

Sections as per Rules	Proposed German Standard Sections
Deep frames for 1/2 L	9 1/2" x 3 1/2" BSBA 17 [9 1/2" x 3 1/2" = 121,815 Mtr.]
Deep frames at ends	9 1/2" x 3 1/2" " [9 1/2" x 3 1/2" = 121,815 Mtr.]
Bulbangle Frames in E & S Space	6 1/2" x 3 1/2" BSBA 6 [6 1/2" x 3 1/2" = 121,815 Mtr.]
" " in Peaks	6 1/2" x 3 1/2" " [6 1/2" x 3 1/2" = 121,815 Mtr.]
Bulkhead Stiffeners below Maindeck	9" x 3" BSBA 15 [9" x 3" = 121,815 Mtr.]
" " below Main & Spardeck	5" x 2 1/2" BSBA 2 [5" x 2 1/2" = 121,815 Mtr.]
Maindeck beams	8 1/2" x 3 1/2" BSBA 14 [8 1/2" x 3 1/2" = 121,815 Mtr.]
Main deck beams in way of Tanks	8 1/2" x 3 1/2" " [8 1/2" x 3 1/2" = 121,815 Mtr.]
Spardeck beams	8" x 3" BSBA 11 [8" x 3" = 121,815 Mtr.]
Bridge & Forecastle beams	9 1/2" x 3 1/2" BSBA 17 [9 1/2" x 3 1/2" = 121,815 Mtr.]
Pooped beams	9 1/2" x 3 1/2" " [9 1/2" x 3 1/2" = 121,815 Mtr.]



Section through Girder.

Section through Bulkhead.

Riveting:
Flat plate keel double straps treble riveted all fore and aft.
Strake A to K Butts lapped and treble riveted all fore and aft, quadruple riveted 1/2 Lamidships, where over Rule breadth.
Strake L butts lapped quadruple riveted for 1/2 Long Lamidships treble riveted at ends.
Bridge side strake M butts lapped treble riveted for whole length.
Bridge sheer strake butts lapped, quadruple riveted.
Side plating of Poop & Forecastle butts lapped and double riveted.
Spardeck stringer Butts lapped and treble riveted, quadruple from within bridge to 1/2 Lam.
Maindeck stringer Butts lapped and treble riveted all fore and aft.
Bridgedeck stringer Butts lapped and quadruple riveted.
Stow decks Butts of Spardeck plating lapped and treble riveted at ends of Bridge.
Remainder of decks butts lapped and double riveted for 1/2 Lamidships, single at ends.
Seams of Shell plating double riveted from keel to Spardeck, Bridge Side plating double riveted seams, Poop, Forecastle, Bulwarks, Bulkheads single riveted seams.
Double bottom: Centre girder butts lapped and treble riveted all fore and aft.
Margin plate, Tank top middle line strake, also remainder of tank top plating butts lapped and double riveted all fore and aft.
Edges of middle line strake and edges of strake next middle line strake double riveted, remainder of edges single riveted all fore and aft.

Ceiling 3' in way of Hatches.

Inner bottom plating 8' x 1/2" in Engine Room 1/2" in Boiler Space 1/2"

Middle line strake 4' x 1/2" in Boiler Space 1/2" 3 1/2" x 1/2" B.S.P. 1/2"

Shell plating not further reduced in way of Double Bottom.

PK.

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JOHN C. TUCKERMAN A.C.
SCHIFFSWERFT und MASCHINENFABRIK
PREMERANEN 40
1912

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Shifting surface

2102 address

2102

20

Working distance

213 pp in ad

Shifting

222

Shifting distance

222

Shifting distance

222

Shifting distance

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Shifting distance

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S.S.

Pagenturn

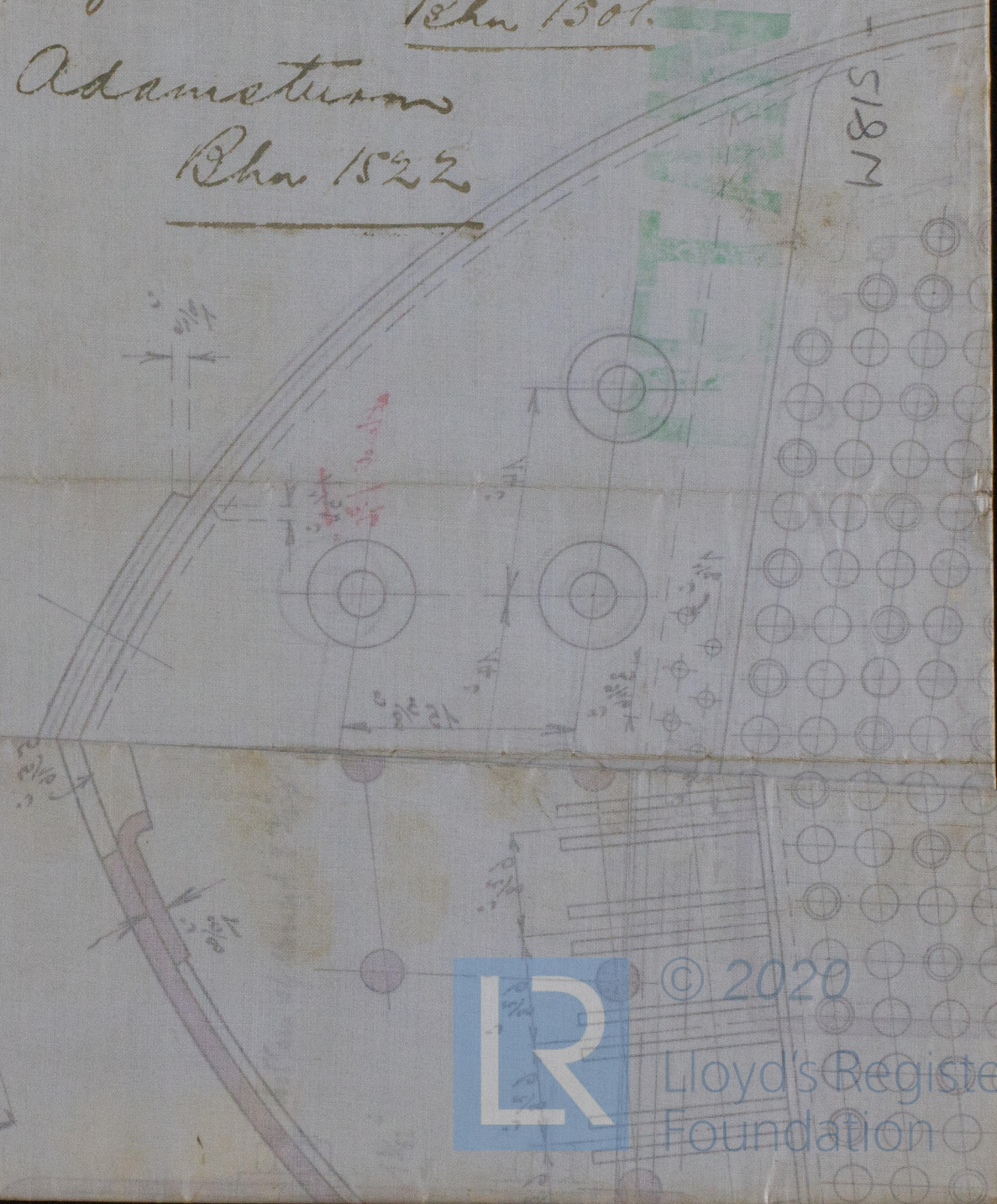
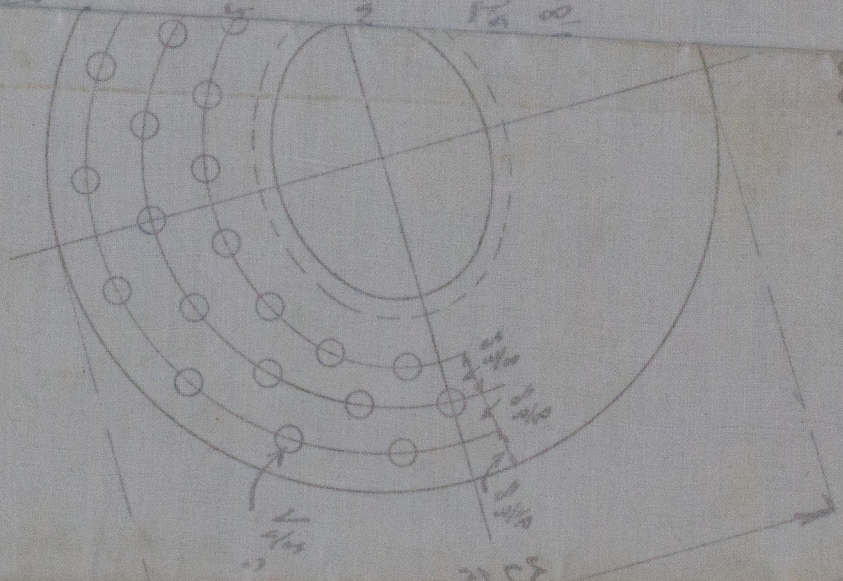
Rhn 1501.

S.S.

Adametum

Rhn 1522

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Steel-Boiler for ship 233-234.

John C. Tecklenburg & Co.

To be classed 100 A1 steel.

Barmbaven - Gieselerstraße.

26: 307-308-309. 311-312-313.

Heating surface 2108 square feet.
Girth 50
Working pressure 213 lbs per sq. inch.
Hydraulic 285

Material: Siemens-Martin-Steel.

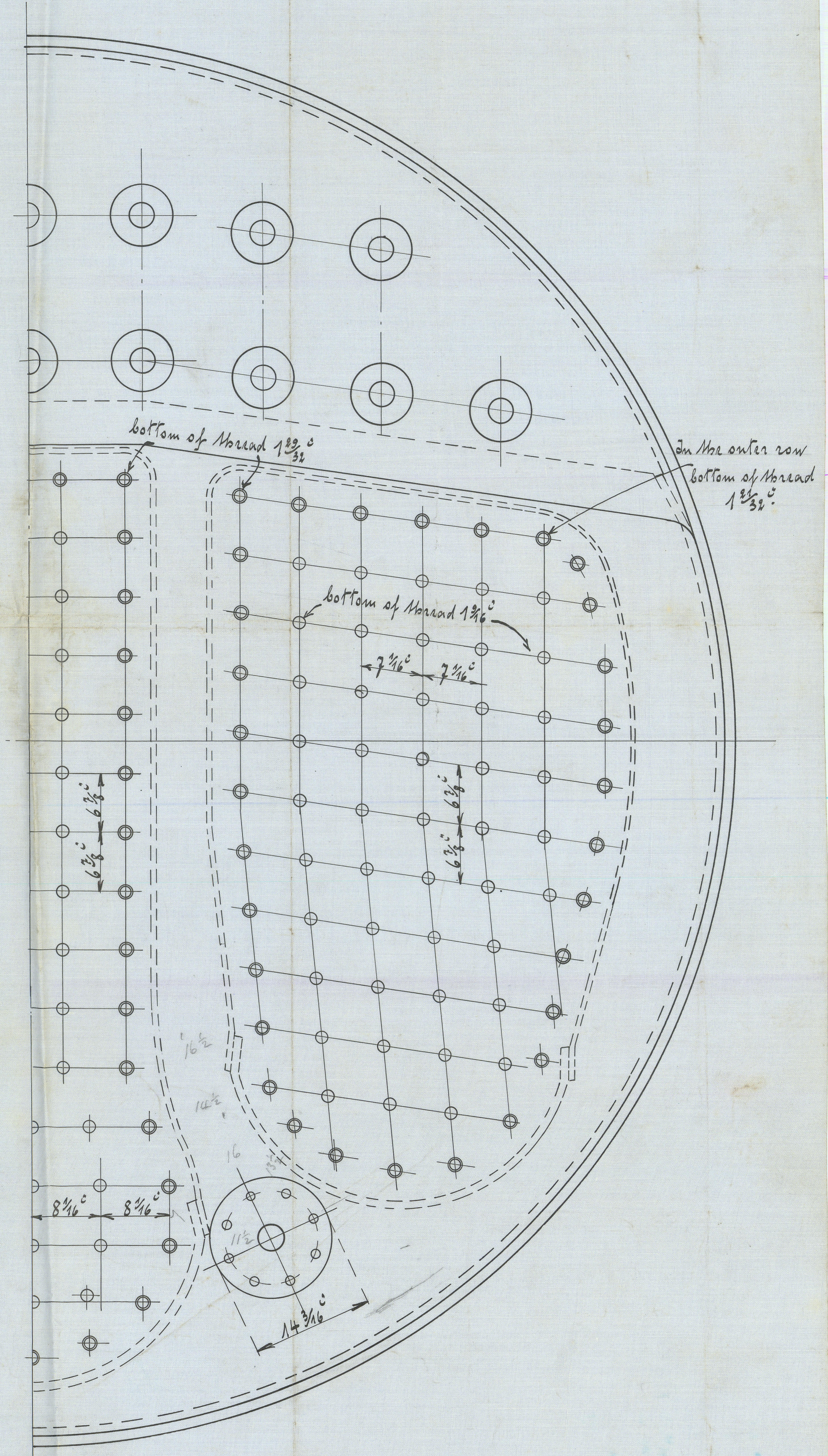
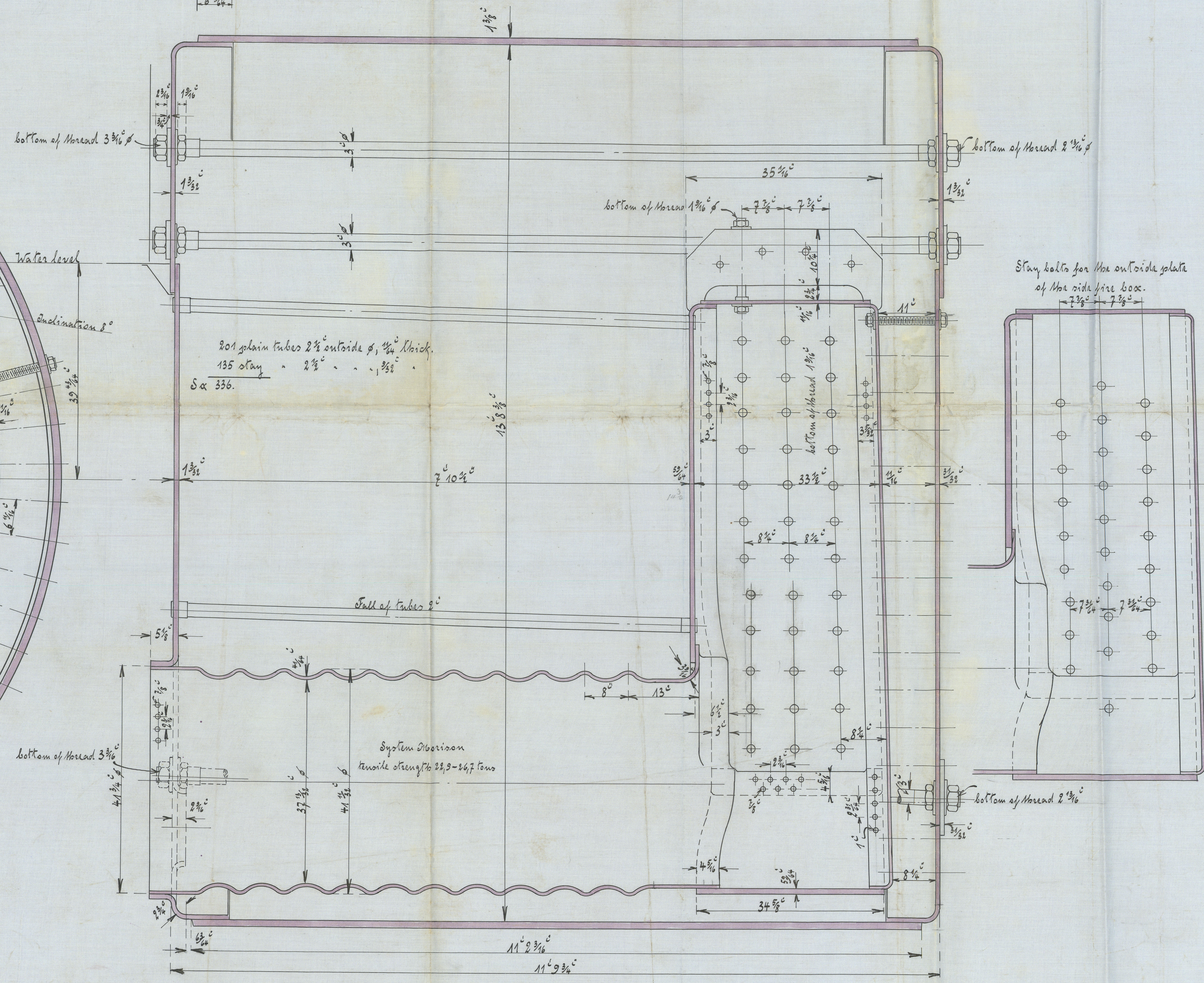
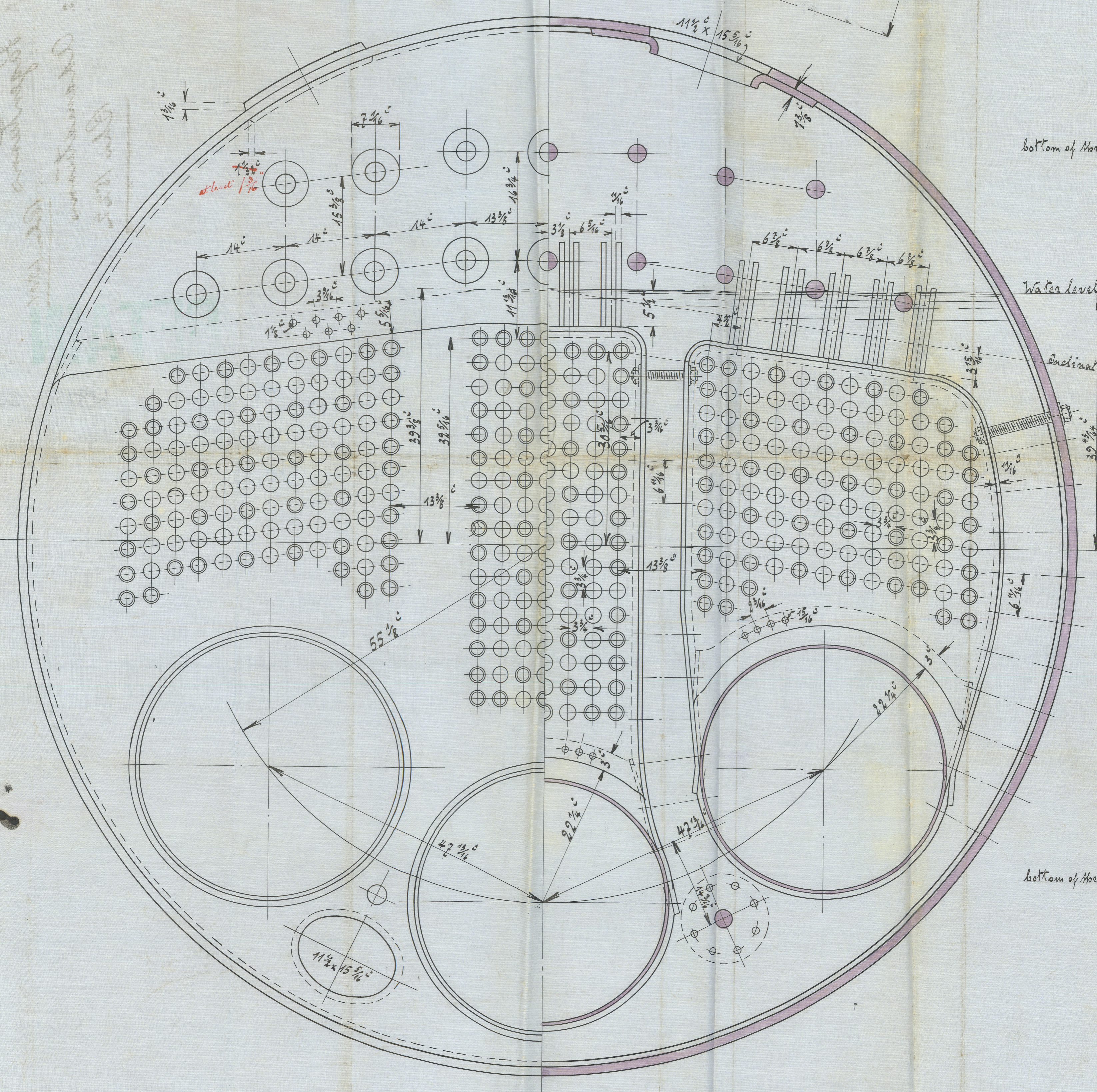
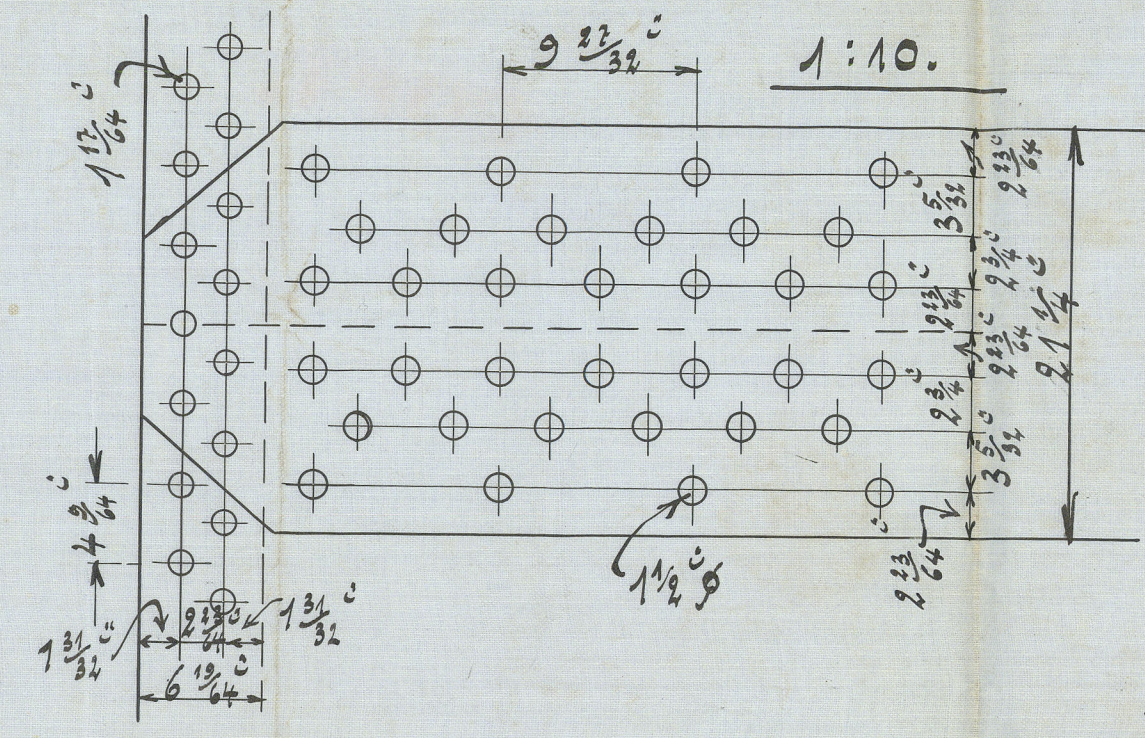
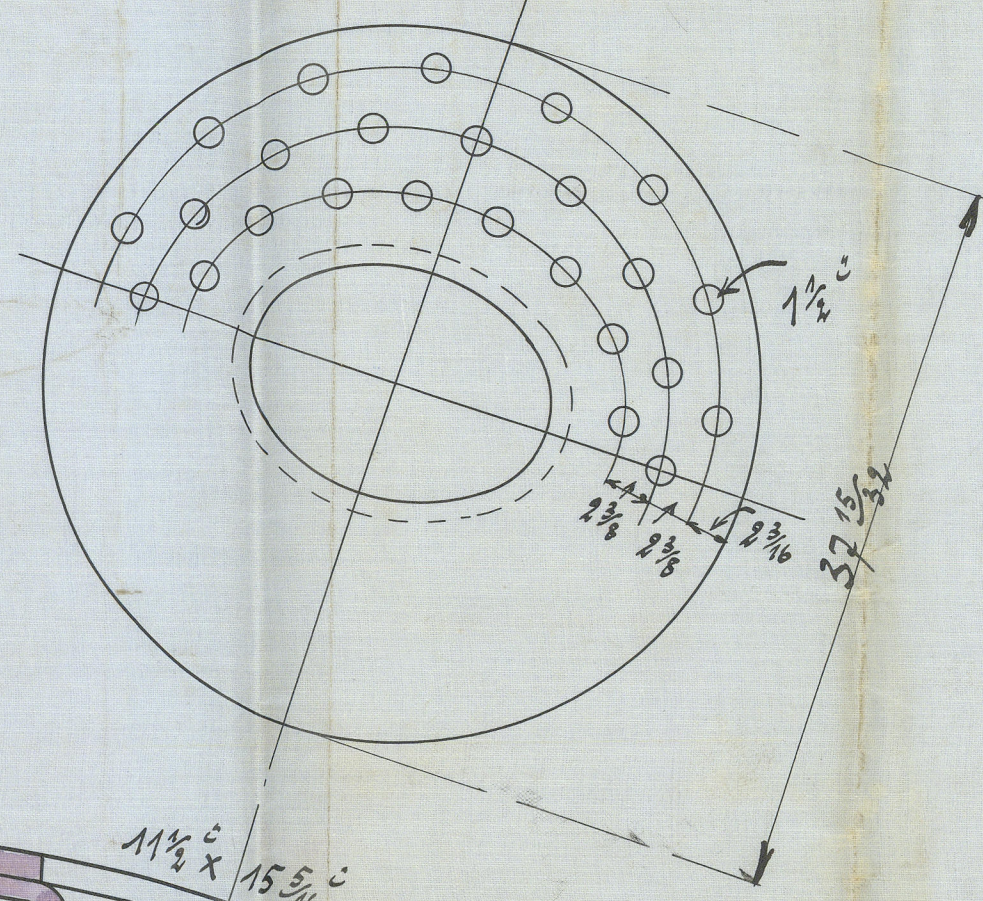
Shell plating and girders tensile strength of 27,9-31,7 tons per sq. inch.
Elongation 22,5 per cent.

All the other material 22,9-24,7 tons per sq. inch tensile strength.

Elongation 25 per cent.

All stay bolts with nuts and washers; material Formvarmen
tensile strength 25,4-28,6 tons per sq. inch.

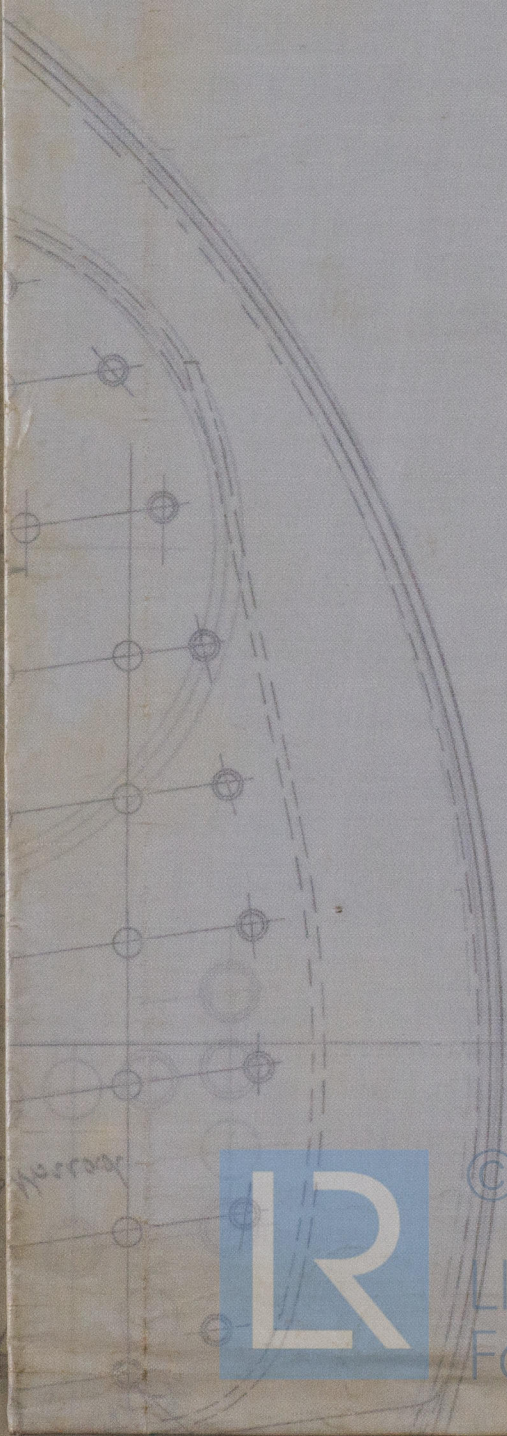
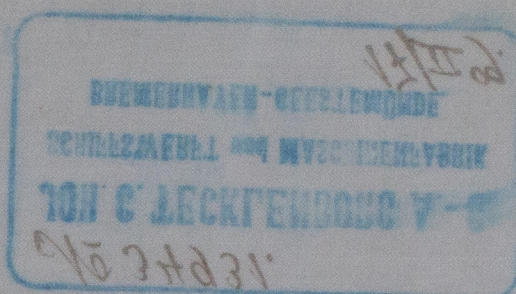
24/3/09



24. 2. 09

17. 3. 09

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